

JANUARY 2020

OUTCOMES OF ATLANTA'S FIRST SAFER STREETS POP-UP INFRASTRUCTURE

The **One Atlanta Strategic Transportation Plan** aims to ensure that everyone is able to get to their destination safely—regardless of who they are, how they travel, or where they are going.

See how our pop-up bike lane in Midtown created more transportation options (and more fun!) for all street users.



Department of
CITY PLANNING

POP-UP BIKE LANE RESULTS

The goals of the 10th Street Pop-Up Bike Lane were to quickly test a new street design, measure the safety impacts, and study operations.

The location was chosen first because it connects the Beltline to Peachtree Street and surrounding Midtown neighborhoods. Additionally, 10th Street has a wide range of users including school children, business patrons, runners, dog-walkers, and commuters of all transportation modes. This environment allowed us to study a variety of travel impacts.

We also chose it for its complexity, which provided real-life testing conditions that we could change over the course of the week. We took the opportunity to

engage people on the street to see what they thought about the project and to discuss their preferences and tradeoffs. Given the complexities relating to bus stops and intersection design, the pop-up was designed as a one-way westbound connection to Peachtree Street. Ultimately, any bike and scooter lanes constructed along this corridor would provide space for people traveling in both directions.

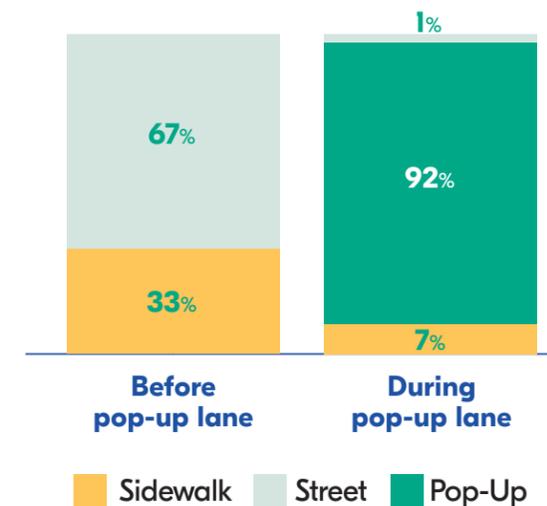
Finally, we coordinated with MARTA and the fire station throughout the week to ensure that their operations were not impeded.

The results were encouraging:

- Safety was increased for all road users.
- Bike and scooter rides increased.
- Fewer people rode bikes or scooters on the sidewalk.
- Car travel time was initially slower, but signal adjustments resulted in travel times similar to before the pop-up.
- Access to destinations was preserved and even improved for many users.

HOW DID THE POP-UP BIKE LANE AFFECT BIKE AND SCOOTER RIDERS?

During the pop-up, **92%** of westbound bikes and scooters chose the new lane **instead of the street or sidewalk.**

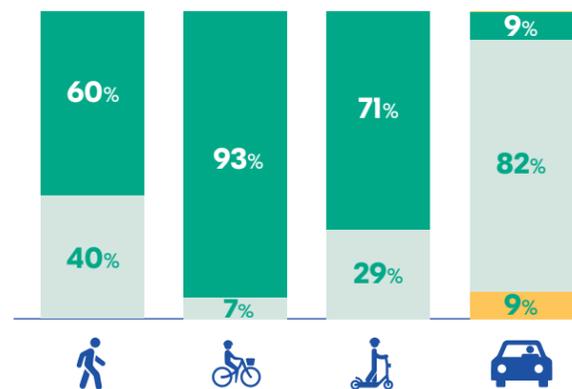


Bike and scooter rides **increased 58%** during the pop-up, compared to rides in nearby count locations.



HOW DID THE PROTECTED POP-UP LANE AFFECT ACCESS TO YOUR DESTINATIONS?

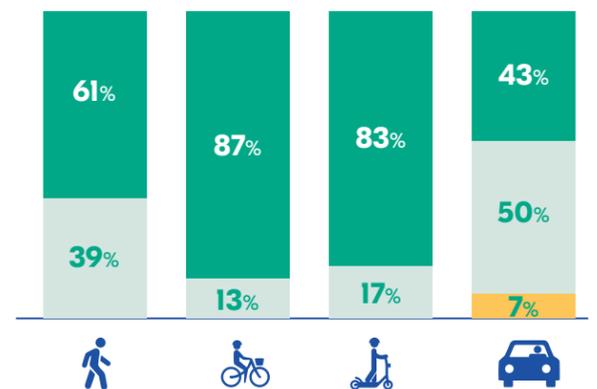
98% of people surveyed report that **access to stores along 10th Street was easier** or the same as before.



■ Easier ■ No Change ■ More Difficult

DID YOU FEEL SAFER ON 10TH STREET DURING THE POP-UP LANE?

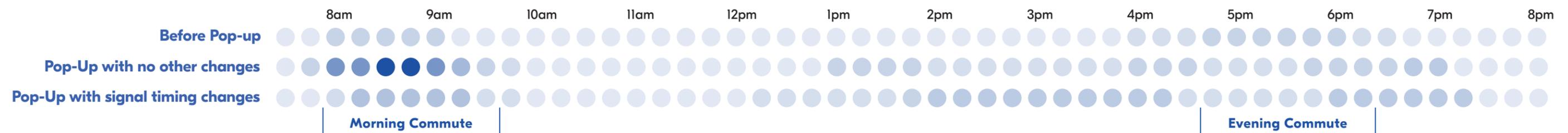
73% of people surveyed reported that travelling on 10th Street **felt safer during the pop-up.**



■ Safer ■ No Change ■ Less Safe

TRAVEL TIME FOR DRIVERS

Slower car travel time ● Faster car travel time



After signal changes were made, there was **little change to car travel time**, even during morning and evening rush hours.

MAP OF 10TH STREET POP-UP BIKE LANE



MANY THANKS TO EVERYONE WHO MADE THE 10TH STREET POP-UP BIKE LANE POSSIBLE:

- City of Atlanta Department of Public Works
- Midtown Alliance
- Atlanta Bicycle Coalition
- Georgia Department of Transportation Regional Traffic Operations Program
- Volunteers
- Local businesses and residents

This pamphlet comes to you from the City of Atlanta's Department of City Planning. Smile for transportation options!



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